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# **Environmental Impact Assessment Record of Determination**

## **A75 Bladnoch**

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## Project Details

### Description

The works are being undertaken to improve the quality of the road surface on the A75 at Bladnoch which was previously patched in February 2022. Additional patching is now required prior to surface dressing being undertaken; two treatments will be required which will include surface dressing and pre-patching of existing defects.

Construction activities will consist of the following:

- Installation of Traffic Management (TM);
- Localised pre-patching milling to depths of 45mm and 105mm throughout scheme;
- Localised resurfacing using 45mm Hot Rolled Asphalt (HRA) 35/14 and 60mm AC20 Binder;
- Full length of scheme resurfacing of surface course to a nominal thickness decided on site;
- Reinstatement of road markings and studs; and,
- Removal of TM.

The works are currently scheduled to commence 16<sup>th</sup> June 2023 for three days during daytime hours. The TM is yet to be confirmed however it will likely consist of daytime convoys.

### Location

The scheme is approximately 1168m in length with an area of approximately 10,980m<sup>2</sup> and is located on the A75 carriageway between Newton Stewart and Glenluce at the River Bladnoch. The works have the following National Grid References (NGRs):

- Start: NX 34926 63211
- End: NX 33826 62860

Figure 1 illustrates the scheme extents.

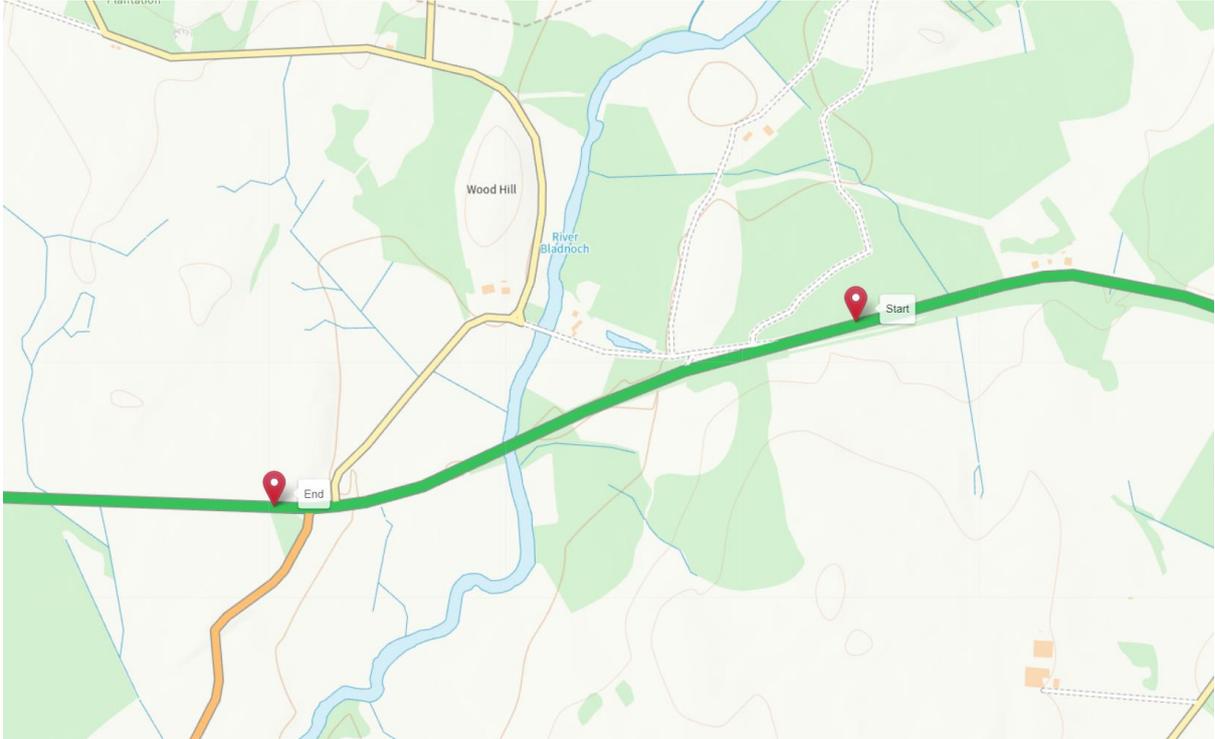


Figure 1: Scheme Location

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## Description of local environment

### Air quality

The section of the A75 carriageway falls within a rural setting between Newton Stewart and Kirkcowan, Dumfries and Galloway. There are two residential properties within 300m of the scheme, the closest being approx. 150m north from the carriageway. Access to these residential properties is gained directly via the A75 within the scheme extents. There are no other important receptors to note within 300m of the scheme.

Sources of air pollution are from the road and traffic. In 2021, the [Annual Average Daily Flow \(AADF\)](#) for all vehicles along the A75 where works are to be undertaken was 4,430 with 674 of those being Heavy Goods Vehicles (HGVs).

Dumfries and Galloway Council have not declared any Air Quality Management Areas (AQMA) within the scheme extents.

### Cultural heritage

A desk study was undertaken using [Pastmap](#) and there are no features of cultural heritage within 300m of the scheme.

Works will be restricted to the existing carriageway boundary and will not impact upon cultural heritage; therefore, it has been scoped out for further assessment.

### Landscape and visual effects

A desktop study using [NatureScot](#), [SiteLink](#) and [Past Map](#) was undertaken and have not highlighted any areas designated for landscape character within proximity of the scheme.

[The HLA Map](#) noted the area of land where works are to be undertaken as being rectilinear field and farms, with several areas of managed woodland adjacent to the A75 at both the north and the south. The works do not fall within any areas designated for their landscape quality.

Views of, and from, the road will be temporarily affected during construction due to the presence of works, traffic management and plant. As the works are minor and operating on a like-for-like basis, no permanent changes to landscape features are predicted.

Works will be restricted to the existing carriageway boundary and will not impact upon the surrounding landscape and therefore has been scoped out for further assessment.

## Biodiversity

The scheme extents lie within a rural area. The surrounding habitat consists of agricultural land, with strips of woodland, part of Dorbie Wood, adjacent to the carriageway that share connectivity with the wider area. There is one pond approximately 70m north of the scheme which has not been designated by SEPA. The River Bladnoch Special Area of Conservation (SAC) is channelled directly below the A75 carriageway within the scheme extents.

[NatureScot Sitelink](#) has identified the [River Bladnoch, SAC](#) located directly below the A75 carriageway.

[The National Biodiversity \(NBN\) Atlas](#) as noted that there are no Invasive Non-Native Species (INNS) have been noted within 500m of the scheme. [AMPS](#) notes that there are several INNS present within the scheme extent along the verge of the carriageway. These include Common Ragwort (*Senecio jacobaea*) and Rosebay Willowherb (*Chamaenerion angustifolium*).

## Geology and soils

[The National Soil Map of Scotland](#) identifies the local soil type to consists of a mix of brown soils and mineral gleys.

The works will be kept to the existing carriageway and will have no impact on local land or soils and therefore has been scoped out for further assessment.

## Material assets and waste

Table 1: Key materials required for activities.

Activity	Material Required	Origin/ Content
Site Construction	Road surfacing (aggregate and binder) TS2010 Surface Course Road paint Road studs	A proportion of reclaimed asphalt pavement (RAP) is used in asphalt production. Typical RAP values for base and binder are 10% -15% with up to 10% in surface course. TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical Stone Mastic Asphalt (SMA). As a result, the use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of <a href="#">sustainable aggregate sources</a> .

Table 2: Key Waste arising from activities

Activity	Waste Arising	Disposal/ Regulation
Site Construction	Road Planings	<p>Uncontaminated road planings generated as a result of the required works, will be fully recycled in accordance with the criteria stipulated within SEPA document 'Guidance on the Production of Fully Recoverable Asphalt Road Planings.'</p> <p>The Contractor is responsible for the disposal of road planings and this has been registered in accordance with a Paragraph 13(a) waste exemption issued by SEPA, as described in Schedule 3 of the Waste Management Licensing Regulations 2011.</p> <p>No planings contain any traces of coal tar.</p> <p>All materials that can be, will be reused throughout the network.</p> <p>All waste will be stored in secure containers and segregated into different waste streams.</p> <p>All waste must be transport by suitable licenced contractor and must be accompanied by correctly completed waste transfer note (WTN).</p> <p>Waste must only be disposed of at suitably licenced waste management site.</p>

## Noise and vibration

The section of the A75 carriageway falls within a rural setting between Newton Stewart and Kirkcowan, Dumfries and Galloway. There are two residential properties within 300m of the scheme, the closest being approx. 150m north from the carriageway. Access to these residential properties is gained directly via the A75 within the scheme extents. There are no other receptors to note within 300m of the scheme.

In 2021, the AADF for all vehicles along the A75 where works are to be undertaken was 4,430 with 674 of those being HGVs. Sources of noise in the area are primarily from the road and traffic.

Works are not located within a [Candidate Noise Management Area \(CNMA\)](#) or Candidate Quiet Area (CQA).

## Population and human health

There are no Core Paths, footways, cycleways or bridleways within the scheme extents. Access to the B735 and local farmland is gained from the A75 carriageway.

## Road drainage and the water environment

The Scottish Environment Protection Agency's (SEPA) [Water Classification Hub](#) has identified the River Bladnoch (Black Burn to Tarff Water) [ID: 10508] channelled directly below the A75 carriageway within the scheme extents. SEPA has classified this waterbody as having an overall status of good, and a 'high-risk' of river flooding.

The [Indicative River & Coastal Flood Map](#) by SEPA has highlighted the A75 carriageway has a 0.5% to 10% risk of river water flooding from the River Bladnoch within the scheme extents.

Drainage is provided through over edge filter drains and grips.

## Climate

### Carbon Goals

The Climate Change (Scotland) Act sets out the target and vision set by the Scottish Government for tackling and responding to climate change. The Act includes a target of reducing CO<sub>2</sub> emissions by 80% before 2050 (from the baseline year 1990).

The Scottish Government has since published its indicative Nationally Determined Contribution (NDC) to set out how it will instead reach net-zero by 2045, working to reduce emissions of all major greenhouse gases by at least 75% by 2030. By 2040, the Scottish Government is committed to reduce emissions by 90%, with the aim of reaching net-zero by 2045 at the latest.

Transport Scotland is committed to reducing carbon across Scotland's transport network, this commitment is being enacted through the [Mission Zero for Transport](#). Transport is the largest contributor to harmful climate emissions in Scotland. In response to the climate emergency, TS are committed to reducing their emissions by 75% by 2030 and to a legally binding target of net-zero by 2045.

Amey's Company Wide Carbon Goal is to achieve Scope 1 and 2 net-zero carbon emissions, with a minimum of 80% absolute reduction on our emissions by 2035. Amey is aiming to be fully net-zero, including Scope 3 emissions, by 2040.

Amey are working towards a contractual commitment to have carbon neutral depots on the SW NMC network by 2028. Amey have set carbon goals for the SW NMC contract as a whole to be net-zero carbon by 2032.

### Monitoring, Management and Opportunities

To support our journey towards carbon neutral and zero waste we include potential opportunities for enhancement utilising circular economy principals within assessment of material assets.

Amey (working on behalf of Transport Scotland) undertake carbon monitoring. Emissions from our activities are recorded using Transport Scotland's Carbon Management System.

Further information identifying how Amey will obtain the above Carbon Goals can be viewed within the Carbon Management and Sustainability Plan Roadmap to net-zero: STRNMC – South West.

# Description of main environmental impacts and proposed mitigation

## Air quality

### Impacts

- On site construction activities carry a potential to produce airborne particulate matter and generate emissions that may have a slight impact on local air quality.
- TM and construction activities may also lead to temporary congestion for road users which may have an impact on the surrounding air quality.

Construction effects on air quality will be localised, and the works are temporary and like-for-like in nature. Increased traffic delays as a result of the construction will be short-term and the increase in HGVs/machinery will be temporary during construction only.

### Mitigation

The following best practice measures as outlined in the guidance on the [assessment of dust from demolition and construction](#) (2014) published by the IAQM, which includes the following mitigation relevant to this scheme will be followed:

- All vehicles will switch off engines when stationary; there will be no idling vehicles.
- All plant and fuel-requiring equipment utilised during construction will be well maintained in order to minimise emissions.
- Planing operations will be wetted to reduce dust arising.
- Drop heights to haulage vehicles and onto conveyors will be minimised where practicable.
- Lorries will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains following planing.

It has been determined that the proposed project will not have direct or indirect significant effects on local air quality; providing all works operate in accordance with current best practice, the residual effect on air quality is considered neutral.

The scope of works and the potential significance of effects does not warrant any further assessment as the Scheme does not meet the criteria (will not alter speed band or change road alignment) as set out in the DMRB, Volume 11, Section 3, LA105 for a further assessment.

## Biodiversity

### Impacts

- There is potential for protected species to be active within the local surrounding area which may be disturbed by the works.
- There is potential for spread of INNS within the scheme extents.
- Investigation works may disturb nearby species due to temporary increases in noise and vibration.
- Due to daytime programming, the commuting and foraging routes of nocturnal species are not likely to be impacted.
- There is also no requirement for land take (or resources) or site clearance from within Bladnoch SAC and no works are required within any part of the SAC.
- A Stage 1 HRA Screening has been undertaken as the Bladnoch SAC runs under the scheme where works are to be undertaken, the Stage 1 HRA Screening has concluded that no likely significant effects are expected to occur on the SAC as a result of the works.

Construction effects on biodiversity will be localised, and the works are temporary and like-for-like in nature. As no vegetation cutbacks are required, it is unlikely there will be any significant effects on the surrounding biodiversity. While construction works may cause short-term disturbance to local biodiversity, this will be temporary and will not result in a permanent adverse impact.

The impacts identified will be a temporary for the duration of the works only and therefore no change is predicted on biodiversity.

### Mitigation

- If a protected species, is seen on or near the scheme, all works will be stopped until the animal passes by. Site staff will be instructed not to approach protected species moving around close to works and to isolate the area temporarily (if possible) until the animal has moved on.
- Site staff will be briefed on Water Pollution Prevention prior to works to further prevent any potential impacts on the Bladnoch SAC.
- The E&S team will be contacted for any guidance if required, and the control room will be contacted for environmental record.
- If the scope of the works change and any vegetation clearance is required, then a nesting bird check will be required. The E&S Team will be informed of any change to the scope of works.
- All works will be undertaken within the carriageway boundary. No plant or equipment will be stored within the grass verge. All staff will be briefed with the Amey Invasive Plants environmental briefing.

- Pollution controls and good practice measures to reduce impacts of works over the River Bladnoch will be adhered to on site:
  - All plant and fuel storage will be more than 10m from any watercourse.
  - All fuel should be stored on bunds which should be sized to hold up to 110% of capacity of the largest tank or drum so ensure any leaks are captured.
  - Drip trays should be placed under stationary plant.
  - Storage areas will be located away from areas that see high vehicular movement to prevent accidental damage.
  - All oils and fuels will be returned to storage area after use.
  - No refuelling will take place within 10m of any watercourse, including field drains and road drainage.
  - Extra care will be taken to ensure no debris or dust from the works enters any watercourse or road drainage systems. Dust suppression, screens or other suitable measures will be put in place.
  - Spill kits will be kept for rapid deployment on the worksite wherever fuel or oil or machinery is present.

It has been determined that the proposed project will not have direct or indirect significant effects on biodiversity; providing all works operate in accordance with current best practice, the residual effect on biodiversity is considered to be neutral.

## Material assets and waste

### Impacts

- The design life for the TS2010 surfacing proposed is estimated to be 20 years. This will reduce the requirement for maintenance to this section of road over the period.
- The works will result in contribution to resource depletion through use of virgin materials.
- Transportation and recovery of materials/waste will require energy deriving from fossil fuel, a non-renewable source.

### Mitigation

- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications to reduce natural resource depletion and associated emissions.
- The contractor will adhere to waste management legislation and ensure they comply with waste management Duty of Care.
- Uncontaminated road planings arising from the works will be fully recycled under a SEPA Paragraph 13(a) Waste exemption in accordance with guidance on the Production for Fully Recovered Asphalt Road Planings.

- All waste leaving the site must be removed from site by a licence waste carrier. All waste documentation must be provided when requested.
- The disposal of special waste is also subject to obtaining a SEPA consignment note and providing advance notice of at least three days prior to any waste movement. No planings contain any traces of coal tar.
- Use of recycled content such as the reclaimed asphalt pavement reduces resource depletion. Use of TS2010 will reduce the usage of imported aggregates and increase the use of a wider range of sustainable aggregate sources thus reducing GHG emissions. Virgin aggregates used in remainder of asphalt, loss of natural resources, reduction of finite resources and loss of biodiversity.
- Where possible, materials will be obtained locally, and operatives deployed from the local depot where possible to reduce haulage and scheme associated journeys, reducing impact of associated GHG emissions on climate change. Volume of materials required for resurfacing works requires large HGVs resulting in local air quality degradation and GHG emissions.
- Where possible all materials will be reused throughout the network, if not possible they will be recycled locally. Not all materials will be able to be reused/recycled and will require landfilling. The use of TS2010 will reduce the use of imported aggregates and increase the use of a wider range of sustainable aggregate sources.
- The use of TS2010 Surface Course will prolong the period before future resurfacing is required, compared to other types of road surface. Future repairs can be able to be carried out easily via inlay.

It has been determined that the proposed project will not have direct or indirect significant effects on the consumption of material assets or creation of waste.

## **Noise and vibration**

### **Impacts**

- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes.
- As noise heavy works are required during daytime hours, then this could cause temporary disturbance for residential properties in close proximity, and for the nearby amenity users.
- Due to daytime programming and relatively minor nature of the works, minor disturbance is predicted to nearby residential properties, therefore the impact is determined to be limited.

Construction effects on noise and vibration will be localised, and the works are temporary and like-for-like in nature. There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users and pedestrians which will benefit road users in the long-term. There are not anticipated to be any permanent impacts on noise and vibration following the completion of works.

## Mitigation

- Plant/machinery will be fitted with silencers/mufflers. No plant, vehicles or machinery will be left idling when not in use.
- Site staff have been instructed to use rubber linings in, for example, chutes and dumpers to reduce impact noise.
- Impacts from noise shall be kept to a minimum through the use of appropriate mufflers and silencers fitted to machinery. All exhaust silencers will be checked at regular intervals to ensure efficiency.
- Plant and machinery will be switched off when not in use to reduce noise disruptions to the surrounding environment.

It has been determined that the proposed project will not have direct or indirect significant effects on noise and vibration; provided that mitigation measures and best practice is followed, the residual effect on noise and vibration is deemed neutral.

## Population and human health

### Impacts

- TM will likely cause traffic delays and increase congestion which may lead to driver frustration and longer journey times. Impacts will be temporary during the construction phase only.
- TS2010 road surfacing is shown to have superior durability and noise reducing features compared to standard road surfacing mixes. Vehicle travellers and nearby residential properties will benefit from improved road surfacing as a result of the scheme.
- Due to daytime programming and relatively minor nature of the works, minor disturbance is predicted to nearby residential properties, therefore the impact is determined to be limited.
- Access to residential properties will not be impacted by the works.

Construction effects on population and human health will be localised, and the works are temporary and like-for-like in nature. Increased traffic delays as a result of the construction works will be short-term. There will be temporary adverse construction impacts due to noise/disruption, however, the scheme will improve safety and quality for road users and pedestrians which will benefit road users in the long-term. There are not anticipated to be any permanent impacts on population and human health following the completion of works.

### Mitigation

- Advance notice of the works and TM will be provided through the use of signage.
- Access to residential properties will not be impacted, works will be localised and access will be managed on site for residents.

It has been determined that the proposed project will not have direct or indirect significant effects on population and human health provided that mitigation measures

and best practice is followed, the residual effect on population and human health is deemed neutral.

## Road drainage and the water environment

### Impacts

- The scheme will not require any access to the River Bladnoch.
- If the area of works is not appropriately controlled, debris and run-off from the works has the potential to enter nearby watercourses and could detrimentally impact water quality.
- In the event of a flooding incident, the works will carry an increased risk of allowing fine sediments to become mobilised in surface water.
- Potential for spills, leaks or seepage of fuels and oils associated with plant to escape and reach drainage systems and watercourses, if not controlled.

Construction impacts on Road Drainage and the Water Environment will be localised, and the works are temporary and like-for-like in nature. The construction works have the potential for adverse impacts on the water environment.

There are not anticipated to be any permanent impacts on road drainage or the water environment following the completion of works.

### Mitigation

- All debris which has the potential to be suspended in surface water and wash into the local water environment will be cleaned from the site following the works.
- No discharges into any watercourses or drainage systems will be permitted. Appropriate containment measures will be in place to prevent any loss of construction materials into the water environment.
- Extra care will be taken to ensure no debris or dust from the works enters any watercourse or road drainage systems (this will be via the use of drain covers or similar). Dust suppression, screens or other suitable measures will be put in place. Visual pollution inspections of the working area will be conducted in frequency, especially during heavy rainfall and wind.
- Appropriate measures will be implemented onsite to prevent any potential pollution to the natural water environment (e.g., debris, dust, and hazardous substances). This will include spill kits being present onsite at all times, and the use of funnels and drip trays when transferring fuel etc.
- The control room will be contacted if any pollution incidences occur.
- Weather reports will be monitored prior and during all construction activities. In the event of adverse weather/flooding events, all activities will temporarily stop, and only reconvene when deemed safe to do so, and run-off/drainage can be adequately controlled to prevent pollution.

- Best practice will be implemented on site including measures to ensure that plant and vehicles are not left idling, and all fuel operated equipment is regularly serviced and is not generating excessive fumes.
- Works/plant use will be effectively managed to prevent dust creation. This will include, but not be limited to, the dampening down of cutting activities.
- HGVs will be sheeted when carrying dry materials.
- Surfaces will be swept where loose material remains.
- Site operatives will ensure that any concrete is contained within the working area and does not enter any surface water drains and the River Bladnoch.
- All site operatives will be briefed on the [Guidance for Pollution Prevention \(GPP\)](#) documents (namely, GPP 1, GPP 2, GPP 5, PPG 6, GPP 8 and GPP 22) prior to working on site. This guidance will be adhered to on site at all times

It has been determined that the proposed project will not have direct or indirect significant effects on road drainage and water environment. Providing all works operate in accordance with current best practice, as demonstrated by SEPA's GPPs, the residual effect on the local water environment is considered to be neutral.

## Climate

### Impacts

- GHG emissions will be emitted through the use of machinery, vehicles and materials used (containing recycled and virgin materials) and transporting to and from site.

### Mitigation

- Local suppliers will be used as far as reasonably practicable to reduce travel time and GHG emitted as part of the works.
- Vehicles/plant will not be left on when not in use to minimise and prevent unnecessary emissions being emitted.
- Further actions and considerations for this scheme are detailed in the above Material assets and waste section.

It has been determined that the proposed project will not have direct or indirect significant effects to climate.

## Vulnerability of the project to risks

As the works will be limited to the like-for-like resurfacing of the carriageway, there will be no change in vulnerability of the road to risk, or in severity of major accidents/disasters that would impact on the environment.

It has been determined that the proposed project is not expected to alter the vulnerability of the existing trunk road infrastructure to risk of major accidents or disasters.

## Assessment cumulative effects

The Scottish Road Works Commissioner's Interactive Map has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Amey's current programme of works has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Dumfries and Galloway Council's Planning Portal has not highlighted any ongoing works during the proposed timescale and at the location of the proposed works.

Any future schemes will be programmed to take into account already programmed works, and as such any effect (such as from TM arrangements and potential construction noise) will be limited.

Overall, it is unlikely the proposed works will have a significant cumulative effect with any other proposed works in the local area.

## Assessments of the environmental effects

Following assessment as detailed within this Record of Determination, and provided that mitigation measures are in place and best practice is followed, the residual impact is deemed neutral and there will be no significant effects on the environment.

The following environmental surveys/reviews have been undertaken:

- An Initial Environmental Review of the scheme, undertaken by the Environment and Sustainability Team at Amey in May 2023.
- A Stage 1 HRA Screening assessment has been undertaken by the Environment and Sustainability Team at Amey in May 2023.

## Statement of case in support of a Determination that a statutory EIA is not required

This is a relevant project in terms of section 55A(16) of the Roads (Scotland) Act 1984 as it is a project for the improvement of a road and the completed works (together with any area occupied by apparatus, equipment, machinery, materials, plant, spoil heaps, or other such facilities or stores required during the period of construction) exceed 1 hectare in area and is located above the Bladnoch SAC.

The project has been subject to screening using the Annex III criteria to determine whether a formal Environmental Impact Assessment is required under the Roads (Scotland) Act 1984 (as amended by The Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017). Screening using Annex III criteria, reference

to consultations undertaken and review of available information has not identified the need for a statutory EIA.

The project will not have significant effects on the environment by virtue of factors such as:

Characteristics of the scheme:

- Construction activities are restricted to the approximate 10,980m<sup>2</sup> area of existing carriageway.
- The works will be temporary and localised and completed during day time hours.
- Containment measures of the working area will be in place to prevent debris or pollutants from entering the surrounding water environment.
- No disturbance is anticipated to protected species within the wider area.
- At end of life, components can be recycled, reducing waste to landfill.
- Any uncontaminated road planings will be recycled in accordance with Guidance on the Production for Fully Recovered Asphalt Road Planings.
- Materials will be derived from recycled, secondary or re-used origin as far as practicable within the design specifications.
- The chosen material TS2010 Surface Course allows a wider array of aggregate sources to be considered when compared to typical SMA.
- The design option conveys sustainability benefits by significantly reducing the quantity of maintenance interventions required at the location.

Location of the scheme:

- The scheme will be confined within the existing carriageway boundaries and as a result will not require any land take and will not alter any local land uses.
- The scheme is situated in whole or in part in a “sensitive area” as listed under regulation 2 (1) of the Environmental Impact Assessment (Scotland) Regulations 1999 (as amended).
- Due to the River Bladnoch SAC beneath the scheme a Habitats Regulation Assessment - Stage 1 Screening Assessment was undertaken by a qualified and competent Ecologist. It was concluded that as all works are restricted to made-ground on the A75 carriageway surface, with only ‘like-for-like’ replacement of road surface being undertaken, and no in-water works are required, there will be no Likely Significant Effects (LSE) on the notified features of the SAC. Overall, no further assessment is required.

Characteristics of potential impacts of the scheme:

- As the works will be limited to the like-for-like replacement of the structural components, there is no change to the vulnerability of the road to the risk or severity of major accidents/disasters that would impact on the environment.
- The successful completion of the scheme will afford benefits to carriageway users and residential properties in proximity, due to improved condition and ride quality of the carriageway surface.

- No impacts on the environment are expected during the operational phase as a result of works. The use of TS2010 road surfacing affords the benefits of a reduction in mid to high frequencies of traffic noise and a reduction in ground vibrations. As a result, ambient noise levels should decrease post construction.

## Annex A

“sensitive area” means any of the following:

- land notified under sections 3(1) or 5(1) (sites of special scientific interest) of the Nature Conservation (Scotland) Act 2004
- land in respect of which an order has been made under section 23 (nature conservation orders) of the Nature Conservation (Scotland) Act 2004
- a European site within the meaning of regulation 10 of the Conservation (Natural Habitats, &c.) Regulations 1994
- a property appearing in the World Heritage List kept under article 11(2) of the 1972 UNESCO Convention for the Protection of the World Cultural and Natural Heritage
- a scheduled monument within the meaning of the Ancient Monuments and Archaeological Areas Act 1979
- a National Scenic Area as designated by a direction made by the Scottish Ministers under section 263A of the Town and Country Planning (Scotland) Act 1997
- an area designated as a National Park by a designation order made by the Scottish Ministers under section 6(1) of the National Parks (Scotland) Act 2000.



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